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FINAL REPORT OF THE
TASK FORCE ON
DRIVER EDUCATION PROGRAMS
IN MARYLAND



DECEMBER 1999

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MARYLAND STATE ARCHIVES

**FINAL REPORT OF THE
TASK FORCE ON
DRIVER EDUCATION PROGRAMS
IN MARYLAND**



DECEMBER 1999



The Office of Driver/Vehicle Policies and Programs
of the MOTOR VEHICLE ADMINISTRATION,
Maryland Department of Transportation,
prepared this document.

For additional copies or further information
Contact the Office of Driver/Vehicle Policies and Programs at:

Motor Vehicle Administration
6601 Ritchie Highway, N.E.
Glen Burnie MD 21062

410-768-7451
TTY 1-800-492-4575

**TASK FORCE ON DRIVER EDUCATION PROGRAMS
IN MARYLAND**

December 31, 1999

The Honorable Parris N. Glendening
Governor, State of Maryland

The Honorable Thomas V. Mike Miller, Jr.
President, Maryland Senate

The Honorable Casper R. Taylor, Jr.
Speaker, Maryland House of Delegates

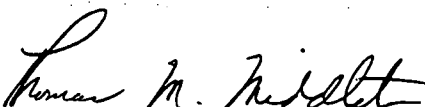
Dear Gentlemen:

Pursuant to *Chapter 696 of the Laws of Maryland of 1999*, we respectfully submit the report of the Task Force on Driver Education Programs in Maryland.

The Task Force met five times during the fall of 1999 to examine driver education program standards and criteria currently required by private driver schools licensed in the State as well as those currently required by other states. The Task Force also evaluated what can be done to improve private driver education programs in the State and the feasibility and merits of returning driver education programs to the public schools. This evaluation included a study of the level of State oversight required and the costs and drawbacks to the public school systems.

The Task Force participants deserve a special commendation for their resolve in achieving consensus in the development of the Task Force recommendations.

Sincerely,


Senator Thomas M. Middleton
Chairman

cc: Ms. Anne S. Ferro, Administrator, Motor Vehicle Administration

TASK FORCE ON DRIVER EDUCATION PROGRAMS
IN ALABAMA

June 1977

The Honorable Earl B. (Cotton) ...

Gov. of Alabama

The Honorable ...

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TASK FORCE ON DRIVER EDUCATION PROGRAMS IN MARYLAND

CONTENTS

Task Force Membership	1
Executive Summary	
Introduction	2
Background	2
Deliberations	2
Summary of Recommendations	3
Legislative Proposal for the 2000 General Assembly Session	9
Appendices	
1 Chapter 696, Laws of Maryland of 1999, House Bill 1202 ..	15
2 Summaries of Task Force Meetings	
- September 29, 1999	21
- October 26, 1999	27
- November 10, 1999	35
- November 22, 1999	39
- December 14, 1999	47

TEACH FORGE FOR JUNIOR EDUCATION PROGRAM
IN MARYLAND

CONTENTS

TASK FORCE ON DRIVER EDUCATION PROGRAMS IN MARYLAND

MEMBERSHIP

Senator Thomas M. Middleton, Chairman
Maryland State Senate

Owen Crabb
Maryland Department of Education

Senator Norman R. Stone, Jr.
Maryland State Senate

Dr. Wendell Teets
Public School Superintendents' Association

Delegate Adrienne Mandel
Maryland House of Delegates

Dr. Robert Bastress
MD Association Secondary School Principals

Delegate James Malone, Jr.
Maryland House of Delegates

Patricia R. Brooks
MD Association Secondary School Principals

Michael J. McNelly
MD Association of Boards of Education

Sandra W. Greer
MD Professional Driver Education Association

Allan T. Haniffee, Sr.
Maryland Association of Boards of Education

Dr. Vincent Benincasa
MD Professional Driver Education Association

Lt. Robert Bambarly
Maryland State Police

Bernadette Forman
State Parent/Teachers' Association

Sandra Malone
Maryland Emergency Medical Services Board

Andrew Krajewski
Maryland Motor Vehicle Administration

Robert J. Becker
Maryland Insurance Commission

Thomas M. Walsh
Maryland Motor Vehicle Administration

STAFF

Phyllis Donnelly
Maryland Motor Vehicle Administration

Gail Moran
Maryland Motor Vehicle Administration

TEAM FORCE OF POWER EDUCATION PROGRAMS
IN MALAYSIA

MEMBERSHIP

REPORT OF THE TASK FORCE ON DRIVER EDUCATION PROGRAMS IN MARYLAND

INTRODUCTION

The Task Force on Driver Education Programs in Maryland was established during the 1999 Session of the General Assembly, pursuant to Chapter 696 of the Laws of Maryland of 1999. (*House Bill 1202 -- Appendix 1*)

As mandated, the Task Force consisted of eighteen members appointed by Governor Parris N. Glendening. Membership included representatives of the Maryland Association of Boards of Education, the Maryland State Police, the Maryland Emergency Medical Services Board, the State Insurance Commission, the State Superintendent of Schools, the Public School Superintendents' Association, the Maryland Association of Secondary School Principals, the Maryland Professional Driver Education Association, the State Parent/Teachers' Association, the Motor Vehicle Administration, and the Senate of Maryland and the House of Delegates. Governor Glendening appointed Senator Thomas M. (Mac) Middleton as Chair.

The Task Force was charged to:

- Examine driver education program standards and criteria currently required by private driver schools licensed in Maryland;
- Examine driver education program standards and criteria currently required by other states;
- Examine the feasibility and merits of returning driver education programs to the public schools, including:
 - The level of State oversight required; and
 - The costs and drawbacks to the public schools; and
- Make recommendations based on its evaluations and findings to the Governor and General Assembly by December 31, 1999.

BACKGROUND AND DELIBERATIONS

The Maryland General Assembly passed legislation in April 1999 creating the Task Force on Drivers' Education Programs in Maryland. This action reflects major concerns about the increasing numbers of accidents involving motor vehicle drivers under the age of 21. Legislators cited horrific accidents throughout Maryland involving new juvenile drivers.

Additional facts lend more weight to the need to act decisively. Traffic accidents are the number one cause of death among 15-20 year olds. Fifteen percent of new drivers have a reportable accident in their first year of driving. Finally, young drivers make up seven percent of the population, but account for fourteen percent of motor vehicle deaths. Thus, legislators and an increasing number of Maryland citizens have questioned the quality and effectiveness of the driver education programs in the State and called for improvements in the current system.

The creation of the Task Force follows closely the establishment of Maryland's "*Rookie Driver*" graduated licensing program. The program applies to all applicants, regardless of age, who have never held a license in Maryland or any other state or country. It requires new drivers to gain more driving experience with a supervising driver and encourages good driving behavior by imposing strong sanctions for violations.

The program was provided by legislation enacted by the General Assembly in 1998 and began in July 1999. The Task Force applauds the intent of this initiative and welcomes early reports that graduated licensing program operations are running smoothly and are well received by program participants, their parents and the public.

Another major initiative is the strengthening of the driver education curriculum by the Motor Vehicle Administration earlier this year. The Administration is revising that curriculum through regulation to impose greater standardization, strengthen classroom requirements and improve the overall quality of the driver education programs offered statewide. Draft regulations are due to be published in the *Maryland Register* in the coming weeks. Several Task Force members participated in the development of these draft regulations. However, the Task Force expressed concerns about the monitoring. The Task Force urges the Maryland Department of Transportation to authorize and provide adequate staffing to complete that monitoring. Members are confident that the improved standards will provide another boost to the quality of the drivers trained in Maryland.

At their organizational meeting, Task Force members agreed that three subcommittees would be appointed by the chairman to address these issues and make recommendations to the Task Force for its deliberations. The subcommittees focused on parent involvement, driver education systems, and public education concerns and issues. In addition to the broad topics incorporated in the legislative charge, members concentrated on several key topics. They included the evaluation of the current driver education programs in Maryland; student performance; the use of public education facilities for driver education, especially, for classroom instruction; and raising public awareness and commitment to safe driver programs. The Task Force and its three subcommittees met a total of eight (8) times over a three-month period.

On November 22, 1999, the Task Force held a well-publicized public hearing, inviting comment from the public education and driver education communities, parents and the public. Nineteen people testified or submitted written testimony. Task Force members have reviewed that testimony and incorporated many of the suggestions in this report.

This Task Force was asked to examine the programs and other factors influencing the driving habits and skills of youthful drivers. Now, at the conclusion of this thorough effort, the Task Force makes these recommendations.

FINDINGS AND RECOMMENDATIONS

Legislative Changes Proposed

- Legislation should be introduced and enacted in the 2000 Session of the General Assembly to restrict the number of passengers, under the age of 21, riding with a provisional driver who is under the age of 18, to no more than two (2). The General Assembly also should mandate that all passengers being driven by a provisional driver must use seatbelts at all times.

The Task Force agrees that such restrictions would go far to prevent some of the reckless accidents involving juvenile drivers. Peer pressure to drive irresponsibly likely would be lessened when fewer passengers travel with youthful provisional drivers. In addition, those riding in such cars would be assured the added safeguard of protective seatbelts.

The Task Force had the opportunity to review two pre-filed bills related to this subject. After thorough deliberation, the Task Force felt it appropriate to propose legislation that reflects the consensus of the Task Force's thinking on this subject.

- The Task Force has not seen a demonstrated need to change the provisional license driving hour restriction from its current prohibition of driving between midnight and 5 a.m.

Driver Education Provided by Public Education Facilities

- Pre-driver education programs, which incorporate the key concepts of driver education into the regular school curriculum, should be encouraged to be initiated at the middle school level. Such pre-driver preparation should be provided to all students, regardless of whether individual school systems operate driver education programs or whether it is anticipated that a substantial number of students will secure a license in the coming years. This initiative could be incorporated in other efforts to impart the critical need for responsibility in one's daily actions and decisions. Local Boards of Education are encouraged to develop partnerships with the driver education community and other governmental agencies to address this challenge.

- Local public school systems are encouraged to offer driver education programs in the physical setting of public schools. The Task Force envisions that such programs would be offered outside of the regular school day. They could be operated and conducted by the school system and/or private driver education providers.

Public school systems could have the following options:

- (a) directly implement and supervise the driver education programs in their schools;
 - (b) negotiate the provision of such training by private contractors; or
 - (c) divide the instruction between the school system and private providers.
- School systems conducting publicly funded driver education programs during school hours should be considered for exemption from some or all of the fees charged by the Motor Vehicle Administration.
 - Boards of Education should promote student/parent meetings for middle school age children and their families with the objective of addressing parent and student responsibilities as they relate to Maryland's Graduated Licensing Law. The meetings could be held in conjunction with Parent Teacher Association programs or other school-based outreach initiatives. Representatives from the Motor Vehicle Administration, local police forces, insurance companies, driver education providers and other students with violation-free driving experience should be encouraged to participate. While good driving practices and principles could be reinforced at the high school level, the Task Force felt it important the information exchange process begin earlier than high school so that the parent and child are more aware of the challenges and responsibilities that driving a vehicle presents.

State Oversight and Authority

- A permanent Driver Education Advisory Committee should be appointed by the Governor to maintain oversight and provide input into needed modifications or improvements in driver education activities. The committee should have representation from the Legislature, local Boards of Education, education and driver education professionals, citizens and parents, the Maryland State Police, the Motor Vehicle Administration and other appropriate State agencies. Adequate staffing and resources should be assured.
- The number of quality assurance supervisors who monitor and oversee driver education programs under the supervision of the Motor Vehicle Administration must be increased. Currently, three professionals undertake all such oversight. To guarantee the quality, value and effectiveness of driver education programs and their instructors, greater oversight must be undertaken. Adequate funding is strongly encouraged by this Task Force.

- A process should be implemented that allows immediate intervention and penalties for schools or instructors that are not complying with the regulations, rules and procedures for conducting driver education courses. The Motor Vehicle Administration should provide information regarding schools that are in full compliance.
- Knowledge and skills tests administered by the Motor Vehicle Administration should be improved. On-road testing, in lieu of course testing, should be thoroughly evaluated.
- The Motor Vehicle Administration should track the pre-provisional license skills test pass rate of students of the various driver education programs. This information should be used in evaluating the overall effectiveness of driver education schools and made public.

Driver Education Program Content

- The utilization of technology as part of the driver education program is recommended. It is particularly important that such technology be considered in the future as quality improves and costs are reduced.

Parental Involvement

- The Task Force applauds and lauds the thousands of parents who conscientiously and diligently oversee the driver training of their children. Members urge increased parental involvement in the driver education of their children. More effort should be made by all parents to teach good driving habits through example prior to and during the provisional licensing process.
- In addition, the Task Force strongly urges parents to be more integrally involved in their child's driver education classroom and practical on-road experienced. Toward that end, the Task Force recommends that:
 - A focused long-term media campaign be undertaken to publicize the complexity, responsibility and danger in driving and the critical need for parental mentor involvement in driver education. This should be a cooperative effort funded by the Department of Transportation, the Maryland State Police, the Department of Health and Mental Hygiene and the State Insurance Administration.
 - A parent/guardian and teen driver contract should be incorporated into the Maryland Skills Log.

The purpose of this document is to provide information regarding the proposed changes to the existing regulations. The proposed changes are intended to improve the efficiency of the process and to ensure that the regulations are up-to-date and reflect current practices. The proposed changes are as follows:

1. The proposed changes to the existing regulations are intended to improve the efficiency of the process and to ensure that the regulations are up-to-date and reflect current practices.

2. The proposed changes to the existing regulations are intended to improve the efficiency of the process and to ensure that the regulations are up-to-date and reflect current practices.

3. The proposed changes to the existing regulations are intended to improve the efficiency of the process and to ensure that the regulations are up-to-date and reflect current practices.

***LEGISLATIVE PROPOSAL
FOR CONSIDERATION
BY THE GENERAL ASSEMBLY
AT THE 2000 SESSION***

LABORATORY REPORT
BY: [illegible]
DATE: [illegible]
AT THE [illegible]

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21

22

R4

0lr1226
CF 0lr1227

Bill No.: _____
Requested: _____
Committee: _____

Drafted by: Bill Varga
Typed by: jd
Stored - 01/04/00
Proofread by _____
Checked by _____

By: Senators Middleton and Stone (Task Force on Driver's Education in Maryland)

A BILL ENTITLED

AN ACT concerning

**Drivers' Licenses - Graduated Licensing System - Provisional Licenses -
Occupant Restrictions Applicable to Minors**

FOR the purpose of requiring the Motor Vehicle Administration to impose certain restrictions applicable to individuals who are under a certain age and who hold provisional drivers' licenses pertaining to occupants of a motor vehicle; extending certain sanctions to violations of certain license restrictions resulting in convictions; limiting the application of this Act to certain drivers who hold provisional licenses as of a specified date; and generally relating to license restrictions applicable to drivers who are under a certain age and who hold provisional drivers' licenses.

BY repealing and reenacting, without amendments,

Article - Transportation

Section 16-113(d)

Annotated Code of Maryland

(1999 Replacement Volume and 1999 Supplement)

BY adding to

Article - Transportation

Section 16-113(d-1)

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter deleted from existing law.

01r1226

Annotated Code of Maryland

(1999 Replacement Volume and 1999 Supplement)

BY repealing and reenacting, with amendments,

Article - Transportation

Section 16-213

Annotated Code of Maryland

(1999 Replacement Volume and 1999 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
MARYLAND, That the Laws of Maryland read as follows:

Article - Transportation

16-113.

(d) (1) Notwithstanding the licensee's driving record, the Administration shall impose an hour restriction on a provisional driver's license issued to an applicant under the age of 18.

(2) The restriction under this subsection shall limit the holder of a provisional license to driving unsupervised only between the hours of 5 a.m. and 12 midnight.

(3) This subsection does not preclude the holder of a provisional license from driving between the hours of 12 midnight and 5 a.m. the following day if the licensee is:

(i) Accompanied and supervised by a licensed driver who is at least 21 years old;

(ii) Driving to or from or in the course of the licensee's employment;

(iii) Driving to or from a school class or official school activity;

(iv) Driving to or from an organized volunteer program; or

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(v) Driving to or from an opportunity to participate in an athletic event or related training session.

(4) The hour restriction and the supervision requirement under this subsection expire on the date the holder of the provisional license turns 18 years of age.

(D-1)(1) NOTWITHSTANDING THE LICENSEE'S DRIVING RECORD, THE ADMINISTRATION SHALL IMPOSE A RESTRICTION ON EACH PROVISIONAL DRIVER'S LICENSE PROHIBITING THE LICENSEE FROM OPERATING A MOTOR VEHICLE IF:

(I) THE MOTOR VEHICLE IS OCCUPIED BY MORE THAN 2 PASSENGERS UNDER THE AGE OF 21; OR

(II) SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION, THE DRIVER AND EACH PASSENGER IN THE MOTOR VEHICLE ARE NOT RESTRAINED BY A SEAT BELT OR, IN ACCORDANCE WITH § 22-412.2 OF THIS ARTICLE, BY A CHILD SAFETY SEAT.

(2) IT IS NOT A VIOLATION OF THE RESTRICTION UNDER PARAGRAPH (1)(II) OF THIS SUBSECTION IF AN INDIVIDUAL COVERED BY A MEDICAL EXCEPTION UNDER § 22-412.2(F) OR § 22-412.3(D) AND (E) OF THIS ARTICLE IS NOT RESTRAINED.

(3) THE RESTRICTIONS UNDER PARAGRAPH (1) OF THIS SUBSECTION EXPIRE ON THE DATE THAT THE HOLDER OF A PROVISIONAL LICENSE TURNS 18 YEARS OF AGE.

16-213.

(a) In this section, "offense" means A LICENSE RESTRICTION VIOLATION UNDER § 16-113(D) OR (D-1) OF THIS TITLE OR a moving violation committed by an individual who:

(1) Holds a provisional license under § 16-111 of this title; and

(2) Was convicted of the violation.

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(b) The sanctions under this section are in addition to any other penalty or sanctions that might apply as a result of a moving violation.

(c) The Administration:

(1) For a first offense, shall require the offender to attend a driver improvement program under § 16-212 of this subtitle;

(2) For a second offense, may suspend the offender's provisional license for up to 30 days; and

(3) For a third or subsequent offense, may suspend or revoke the offender's provisional license for up to 180 days.

SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding Section 1 of this Act, any individual who holds a provisional driver's license on September 30, 2000, is subject to the license restrictions in effect on that date as long as the provisional license remains in effect and is not affected by the changes in restrictions applicable to provisional licenses enacted under Section 1 of this Act.

SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2000.

APPENDIX 1

***CHAPTER 696, LAWS OF MARYLAND OF 1999
HOUSE BILL 1202***

SECRET

TO: THE SECRETARY OF DEFENSE
FROM: [illegible]

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HOUSE BILL 1202

R4

9lr2597
CF 9lr2598

By: Southern Maryland Delegation

Introduced and read first time: March 8, 1999

Assigned to: Rules and Executive Nominations

Re-referred to: Commerce and Government Matters, March 15, 1999

Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 23, 1999

CHAPTER _____

1 AN ACT concerning

2 Drivers' Education - Task Force on Driver's Education Programs in
3 Maryland

4 FOR the purpose of creating a Task Force on Driver's Education Programs in
5 Maryland; providing for the composition, organization, staffing, and duties of
6 the Task Force; requiring the Task Force to make a certain report on or before a
7 certain date; providing for the termination of this Act; and generally relating to
8 the Task Force on Driver's Education Programs in Maryland.

9 Preamble

10 WHEREAS, Driving is a life experience fundamental in today's society and
11 common to most of the State's youth; and

12 WHEREAS, Driver's education programs are no longer provided in Maryland
13 public schools; and

14 WHEREAS, Increasing accidents and deaths are occurring among our student
15 population; and

16 WHEREAS, Instructional technologies including simulation techniques have
17 evolved in recent years to the point of financial viability and realism; now, therefore,

18 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
19 MARYLAND, That:

20 (1) There is a Task Force on Driver's Education Programs in Maryland.

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

Strike-out indicates matter stricken from the bill by amendment or deleted from the law by amendment.



(2) The Task Force shall be comprised of the following 18 members:

(i) Two members from the House of Delegates, appointed by the Speaker of the House;

(ii) Two members from the Senate, appointed by the President of the Senate;

(iii) Two members from the Motor Vehicle Administration;

(iv) Two local board of education representatives, appointed by the Maryland Association of Boards of Education, of which:

1. One member shall be from a ~~charter~~ home rule county; and

2. One member shall be from a commission county;

(v) One member from the Department of State Police;

(vi) One member from the State Emergency Medical Services Board;

(vii) The State Insurance Commissioner, or the Commissioner's designee;

(viii) The State Superintendent of Schools, or the Superintendent's designee;

(ix) One local school superintendent, appointed by the Public School Superintendents Association of Maryland;

(x) Two secondary school principals, appointed by the Maryland Association of Secondary School Principals;

(xi) Two members from the Maryland Professional Driver Education Association; and

(xii) One member of the State Parent Teacher's Association.

(3) The Governor shall designate the Chairman of the Task Force.

(4) The ~~Department of Legislative Services~~ Motor Vehicle Administration shall provide staff support for the Task Force.

(5) A member of the Task Force may not receive compensation.

(6) The Task Force shall:

(i) Examine driver education program standards and criteria currently required by private drivers' schools licensed in the State;

1 (ii) Examine driver education program standards and criteria
2 currently required by other states;

3 (iii) Evaluate what can be done to improve private driver education
4 programs in the State;

5 (iv) Evaluate the feasibility and merits of returning driver's
6 education programs to the public schools, including:

7 1. The level of State oversight required; and

8 2. The costs and drawbacks to the public schools; and

9 (v) Make recommendations based on its evaluations and findings.

10 (7) On or before December 31, 1999, the Task Force shall report its
11 findings and recommendations to the General Assembly, subject to § 2-1246 of the
12 State Government Article.

13 (8) This Act shall terminate and be of no effect after April 1, 2000.

14 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
15 ~~October~~ July 1, 1999.

Approved:

Governor.

Speaker of the House of Delegates.

President of the Senate.

1. The first is the fact that the program is not a one-time effort, but a continuous process. It requires ongoing communication and collaboration between all stakeholders involved.

2. The second is the need for a clear vision and mission statement. This provides a roadmap for the program and helps to align all efforts towards a common goal.

3. The third is the importance of setting realistic goals and objectives. These should be measurable, achievable, and time-bound, allowing for progress tracking and evaluation.

4. The fourth is the need for a strong leadership team. This team should be responsible for overseeing the program, providing guidance, and ensuring that resources are allocated effectively.

5. The fifth is the importance of monitoring and evaluation. Regular assessment of the program's impact and progress is essential to make necessary adjustments and ensure long-term success.

SUMMARIES OF TASK FORCE MEETINGS

September 29, 1999

October 26, 1999

November 10, 1999

November 22, 1999

December 14, 1999

STATEMENT OF DATA RECEIVED

DATE: 27.04.1974
TIME: 10.00 AM
PLACE: ...
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**House Bill 1202 Task Force
On the Driver Education Programs in Maryland**

TASK FORCE MEETING SUMMARY

September 29, 1999

2-4 p.m.

Room 120

Lowe House Office Building

College Avenue

Annapolis, Maryland

MEETING PARTICIPANTS

Task Force Members

Senator Thomas Middleton, Chairman
Senator Norman Stone, Jr.
Delegate James Malone, Jr.
Delegate Adrienne Mandel
Michael McNelly, Maryland Association of Boards of Education
Allan Haniffee, Sr., Maryland Association of Boards of Education
Lt. Robert Bambarly, Maryland State Police
Sandy Malone, Department of Health and Mental Hygiene
Robert Becker, Maryland Insurance Administration
Dr. Robert Bastress, Maryland Association of Secondary School Principals
Patricia Brooks, Maryland Association of Secondary School Principals
Sandra Greer, Maryland Professional Driver Education Association
Dr. Vincent Benincasa, D.D.S., Maryland Professional Driver Education Association
Bernadette Forman, State Parent Teachers' Association
Thomas Walsh, Motor Vehicle Administration
Andrew Krajewski, Motor Vehicle Administration

Observers

Mike Gisriel, Maryland Professional Driver Education Association
Robert Maxino, Maryland Professional Driver Education Association
John Ryden, Maryland Professional Driver Education Association
Connie Ruohomaki, Maryland General Assembly

Staff

Carolyn Decker, Motor Vehicle Administration
Phyllis Donnelly, Motor Vehicle Administration
M. Gail Moran, Motor Vehicle Administration
William Varga, Maryland General Assembly

BACKGROUND AND CONTEXT

Chairman Charles Mac Middleton was a sponsor of this legislation in the Senate. IN introductory remarks, Senate Middleton indicated that his support was motivated by several fatal automobile crashes in southern Maryland, which includes his district of Charles County. These crashes usually involved multiple deaths with speed as a primary factor. The much-publicized crashes have caused the public to question the quality of driver education especially the behind-the-wheel instruction across the state and particularly in southern Maryland.

Concerned parents have expressed interest in having driver education available at school facilities even if that training is provided by private driving schools. This convenience would eliminate logistical and scheduling conflicts faced by many families with teenagers. Of the four public school systems still offering driver education, Garrett County is the only one that includes the training during regular school hours.

The Chairman emphasized that the purpose of this Task Force is not to eliminate private driver education schools but to be sensitive to their role as providers of training to the majority of prospective drivers in the state of Maryland. By evaluating the quality of driver education and recommending ways of improving the programs, Senator Middleton hopes to achieve the goal of reducing automobile related deaths.

KEY ISSUES

Meeting participants, while expressing their individual expectations of the Task Force, raised the following issues to be considered by the Task Force:

Evaluating Current Driver Education Programs

There is a need to:

- Consider the qualifications of instructors.
- Research what other states are doing.
- Determine if driver education programs are providing the necessary basic skills for new drivers to practice.
- Determine that quality driver education is available statewide.

Involving Parents in Driver Education

There is a need to consider:

- The necessary role parents should play in teaching children best practices and road rules.
- Parents who are eager to provide vehicles to their children and encourage their driving at an early age.
- Parents who are unwilling or unable to teach or accompany their children for the required 40 hours of practical experience.

Changing the Level of Student Performance

- Create higher standards in the licensing process.
- Raise the minimum age so applicants are maturer and can focus their time and attention.

Linking driver education to academic performance and behavior in school

- These "track records" in school would be a great indicator of the risks that new driver will take.

Using public school facilities for driver education

- Determine whether there is space available to be designated for driver education.
- Ascertain whether arrangements can be made which are cost effective for private providers.

Returning driver education programs to the public schools

There is a need to consider:

- Who would provide the funding the funding?
- Schools are already overwhelmed by educational demands and requirements.
- The classroom portion could be provided by the public schools while the behind-the-wheel training would still be done by private driving schools.

Raising public awareness

- Educate the public about the changes under the Graduated Licensing System
- Convince the public that driving is not easy.
- Gain public awareness and acceptance for responsible driving etiquette.

OVERVIEW OF DRIVER EDUCATION CHANGES

Because of the new Graduated Licensing law, effective July 1, 1999, there have been significant changes in driver education. The following is a summarization given by Mr. Krajewski:

Driver Education Programs

- Both public school programs and privately owned driving schools are licensed and monitored by the Motor Vehicle Administration.
- A standardized curriculum was presented to more than 700 instructors.
- The standardized curriculum requires that the same content, fact sheets, worksheets, tests and videos be presented statewide.
- There are now 13 certified instructor trainers in the state.
- Instructors must peer teach during training to immediately demonstrate their teaching proficiency.
- In-service training will be required to update instructors' skills.

Task Force Meeting Summary
September 29, 1999

Licensing Requirements

Learner's Permit:

- Good for one year.
- Must be held for a minimum of four months.
- No other front seat occupant.
- Re-start the four-month minimum period for any **conviction** for a moving violation.

Provisional License:

- Must be 16 years and one month minimum age
- Skills Log documenting 40 hours of supervised driving
- Must be held for 18 months.
- Re-start the 18-month minimum period for any **conviction** for a moving violation.
- Driver Improvement class for the first offense.
- 30-day License Suspension for the second offense.
- 180-day License Suspension or Revocation for the third or subsequent offense.

Full License:

- 17 years and 7 months minimum age.

TASK FORCE SCHEDULE

The meetings of all members will be held on October 26 and November 22, 1999. The final session on November 22 will include time for interested public speakers to voice their opinions. Sessions will be held in Room 120 of the Lowe House Office Building on College Avenue in Annapolis. Chairman Middleton and his staff will prepare a final report and mail it to Task Force members for their approval. The final report is due by December 31, 1999.

SUBCOMMITTEES

Chairman Middleton suggested the formation of two or three subcommittees. He and Mr. Thomas Walsh will establish the subcommittees and contact Task Force members. The lead member of each subcommittee will coordinate with Mr. Walsh regarding data and research needs. The subcommittees should meet in time to prepare information to be presented to the full committee on October 26.

Task Force Meeting Summary
September 29, 1999

NEXT STEPS

The MVA staff will:

- Prepare and distribute meeting summary.
- Distribute a mailing list of Task Force members.
- Prepare a list of the 18 members and designate which membership role of HB 1202, Section 1 (2), that each participant fulfills.
- Provide copies of the standardized curriculum at the next committee meeting.
- Provide copies of the complete article about driver education as published in the latest ADTSEA publication.
- Distribute copies of House Bill 1202.

NEXT MEETINGS

- Task Force: October 26, 1999, at 2 p.m. in Room 120 of the Lowe House Office Building, College Avenue, Annapolis.
- Subcommittee: Target date of October 13, 1999. Subcommittee chairpersons will determine the locations and times.

Task Force Meeting Summary
September 22, 1994

MEMORANDUM

TO: [illegible]

FROM: [illegible]

SUBJECT: [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

5. [illegible]

6. [illegible]

7. [illegible]

8. [illegible]

**House Bill 1202 Task Force
On the Driver Education Programs in Maryland**

TASK FORCE MEETING SUMMARY

October 26, 1999

2:10-4:10 p.m.

Room 120

Lowe House Office Building

College Avenue

Annapolis, Maryland

MEETING PARTICIPANTS

Task Force Members

Senator Thomas Middleton, Chairman
Michael McNelly, Maryland Association of Boards of Education
Allan Haniffee, Sr., Maryland Association of Boards of Education
Dr. Wendell Teets, Public School Superintendents' Association
Lt. Robert Bambarly, Maryland State Police
Sandy Malone, Department of Health and Mental Hygiene
Owen Crabb, State Superintendent of Schools Association
Dr. Robert Bastress, Maryland Association of Secondary School Principals
Sandra Greer, Maryland Professional Driver Education Association
Dr. Vincent Benincasa, D.D.S., Maryland Professional Driver Education Association
Thomas Walsh, Motor Vehicle Administration
Andrew Krajewski, Motor Vehicle Administration

Guest Advisor

Dr. Allan Robinson

Observers

Mike Gisriel, Maryland Professional Driver Education Association
Lon Anderson, American Automobile Association
Wayne Parker, Baltimore County Public Schools Driver Education
William Pullen, Baltimore County Public Schools Driver Education
Tony Rose, Parent and Emergency Medical Services
Sarah Marsh, The Capital newspaper
Lois Stoner, Montgomery County Board of Education
William Varga, Maryland General Assembly
Christine Anderson, Maryland General Assembly
Theresa Hope-Goddard, Legislative Aide, Senator Jean Roesser

Staff

Phyllis Donnelly, Motor Vehicle Administration
M. Gail Moran, Motor Vehicle Administration

OPENING REMARKS

Chairman Thomas "Mac" Middleton opened the meeting by reviewing the agenda and the meeting summary of the September 29, 1999 meeting. The Chairman then introduced the guest speaker, Dr. Allan Robinson, who is Director of the Highway Safety Center at Indiana State University and CEO of the American Driver and Traffic Safety Education Association (ADTSEA).

SUMMARY OF DR. ROBINSON'S ADDRESS

The DeKalb County study conducted in the late 1970's and 80's to evaluate the effectiveness of driver education programs in the United States concluded that such programs did not significantly decrease the crash involvement of participants. By the 90's, as a result of these findings and other factors such as reductions in public school budgets, driver education enrollments were at the 45 percent level at best. Few states were supportive of driver education during this period. By 1994, an increasing number of crashes and resultant deaths stimulated an increase in driver education programs. Dr. Robinson stated that the state of Washington believes its lower fatality rate (15% lower than the national average) is in part due to the quality of its driver education program. Other states mentioned as having a strong emphasis on driver education were Michigan, Texas and Illinois.

The introduction of Graduated Licensing Systems in several states has renewed interest in youth safety. Maryland is to be commended for instituting such a system for all new drivers. Focusing on all new drivers and not just teen drivers is important because in the first six months of licensing, new drivers have a high rate of crashes regardless of age.

Dr. Robinson also commented that an important part of graduated licensing laws is to ensure there are timely consequences for violating the law and receiving a ticket.

Driver education programs need:

- **Good teachers:** A good teacher can overcome a poor curriculum. Training and assistance must be available to the teachers to maintain a high level of quality.
- **State program management:** Without state support, local programs tend to fall apart. The state can provide good, standardized training of teachers.
- **Financial support and public acceptance:** This will allow the programs to mature and gain experience.
- **Close ties to licensing:** The licensing and education systems can and must work together.

ADDRESS SUMMARY (continued)

Dr. Robinson said that state governments have the power to make driver education work. The public perception is that the quality of driver education is better in the public schools. In some states, the licensing requirements for cutting hair are tougher than for teaching driver education, he concluded.

Studies of commercial versus public school driver education programs in Michigan and Illinois seem to support this opinion. There was a better incident rate after graduation among drivers who completed driver education programs in the public school system. However, Dr. Robinson cautioned that the departments of education were providing financial support and better training to the public school sector with little help or guidance to the commercial schools. The same materials were not available to the commercial schools nor were teacher standards the same. Dr. Robinson emphasized that with the same standards and the same support, good driver education programs can be achieved by either the public or private sector.

DISCUSSION SUMMARY

- Quality of Instruction:

Senator Middleton: How do we evaluate and weed out poor teachers?

Dr. Robinson: You have to train the teachers well and then monitor them regularly. This should be a state function, and poor teachers should be removed immediately. The national recommendations for the credentialing of driving school instructors are a minimum of three-45 hour courses. Behind-the-wheel instructors should have routes that meet defined teaching objectives. Most now just get in the car and ride. Refresher courses should be required periodically for all instructors.

Mr. Krajewski: In Maryland, an instructor is able to obtain a probationary instructor's license, which is good for three months, by passing a knowledge test and a driving test. To get a full license, the instructor must attend a 40-hour training course.

Dr. Bastress: Maybe we should consider an associate's degree as a requirement for driving instructors to ensure a person with a broader background.

Dr. Robinson: Before renewing an instructor's license, the licensing agency should do record checks on a teacher and see whether his or her students are doing well as new drivers.

Mr. Krajewski: A new field in MVA computers will allow such evaluation in the future.

- **Driver Education in the Public Schools:**

Mr. McNelly: Can the public schools afford to provide driver education?

Dr. Robinson: Even if the public schools do not assume the responsibility of providing driver education, they might make their facilities available. The classrooms and parking lots are vacant after hours, and there would be no need to re-tool the existing facilities. Public schools offer facilities that are much nicer than those that the commercial schools can afford to lease. The convenience of having classes in the school buildings immediately after school hours is always popular among parents.

In Michigan, the state ended funding for driver education programs in the public schools when the Graduated Licensing System was initiated. After one year, despite the lack of state funding, 80 percent of the public schools still offered driver education programs due to the insistence of the local school boards and parents.

Mr. Haniffee: In the public school setting, wouldn't the instructors know the students better? The teachers would be familiar with the emotional level, attitudes and personality of the students, so they could give more care to students who are recognized to be problems.

Senator Middleton: There has been an interest expressed in returning driver education to the public schools.

- **Accountability of driving schools:**

Mr. Walsh: The public has the perception that the quality of driver education varies greatly from school to school. Customers want a minimum standard of quality control.

Mr. Crabb: Consider publishing "pass" rates for each school.

- **Limiting passengers with new drivers:**

Mr. McNelly: There is a need to educate passengers. Having an audience seems to incite the new driver to show off for his or her passengers.

Dr. Robinson: The law should limit the number of passengers since they are often the victims of fatal car crashes.

Mr. Benincasa: The crash rates rise dramatically among teens as the number of people in the car increases.

It was noted that the proposal to limit the number of passengers was considered by the General Assembly but never got out of a legislative committee.

- **Funding for driver education programs:**

Dr. Teets: Garrett County's budget for driver's education is \$137,000, most of which is spent for salaries. The approximate cost to train each student is \$2,000.

Dr. Robinson: Washington state spends \$26 million to support driver education in the public schools; this cost also includes the licensing process. Parents need to consider how much money they spend on sports, lessons, etc., for their children and compare that expense to the minimal amount spent on driver education. In Europe, the driver education training can cost a family \$4,000.

Mr. McNelly: In 1992, the last year that driver education was taught in the public schools in Anne Arundel County, the program expenses were greater than one million dollars. Only \$273,000 was collected in fees.

- **Cooperation between private companies and state government:**

Mr. Walsh: Do you know of any examples of cooperation between the private sector and the state government?

Dr. Robinson: State Farm, Allstate, and AAA offer discounts to their young customers, based on parent involvement in their driver training. The companies consider the types of practice not just the number of hours spent with parents and mentors.

- **Licensing and Testing:**

Mr. Krajewski: The pilot on-road testing now takes about 37 minutes. A driver course test takes about 20 minutes.

Dr. Robinson: In Michigan, students take Segment One of driver education; then they must drive for six months without incident. Next they return to the driving school to take Segment Two; only then may they take the licensing test provided by the school or other private provider.

- **Technology:**

Dr. Robinson: Simulators are not necessary. Simulators offer one-on-one training that can better be done one-on-one in the car. Computer-aided technology to teach a few at a time will be available for classroom instruction soon. The technology used in the defense and entertainment industries will be available in the near future for use in driver education if the cost isn't prohibitive.

- Parental Involvement:

Mr. Walsh: We want to educate parents that the driving skill just doesn't happen. Are there any states with good parent involvement programs?

Dr. Robinson: All parents think they are good drivers and, therefore, continue to practice bad habits. The general public doesn't accept the fact that driving is dangerous. The concept of involving parents in their children's driver education is good; but if they are given too much information, they tune it out. Parents are too busy to give good guided practice. Washington State has a good program where parents spend a lot of time on specific practice and conditions.

- Influence of outside factors on driver education:

Mr. McNelly: Do arcade games teach youngsters to be risk takers? What effect have these games had on their driving ability?

Dr. Robinson: To my knowledge, there are no studies on that cause and effect.

Mr. Haniffee: Do the speed chases in cops and robber television shows affect teenage driving?

Dr. Robinson: I agree that type of programming does affect some people.

- Motorcycle Safety Training:

Mr. McNelly: Are there any studies of teenagers on motorcycles?

Dr. Robinson: None has been done recently. Inexperience is a more dangerous factor in driving a motorcycle than a car.

Mr. Krajewski: In Maryland, all riders under the age of 18 must take Motorcycle Safety. However, most of the enrollees are older because young people aren't interested in riding motorcycles.

- Penalties for driving violations:

Dr. Robinson: Penalties for driving violations must be administered promptly—not six months after the violation. In Ohio, youths violating certain laws must appear before a Justice of the Peace within 48 hours. The official can immediately pull the youth's license until he or she attends a remedial course. Then the violator must come back before the judge to re-gain the license. If that driver is caught again, there is a complete revocation of the offender's license. This practice started on July 1, 1999.

SUBCOMMITTEE PROGRESS REPORTS

Other States' Driver Education Systems:

(Mr. Krajewski reporting for Delegate Mandel)

- Invited Dr. Robinson to speak.
- Mailed survey to several states asking about parental involvement, quality control, and instructor certification.
- Explored improved licensing test. Sylvan Learning Center has expressed an interest in developing a new test.

Parental Involvement:

(Mr. Walsh reporting for Delegate Malone)

- Will meet soon to discuss materials mailed out by the MVA.
- Wants to improve the quality of instruction to a point where parents have confidence in the teaching.
- Must consider ways to emphasize the importance of parental involvement.
- Explore the possibility of a media campaign for the above goal.
- Attempt to link this effort with the aggressive driving program for which a federal grant has been received.

Public Education Concerns/Issues:

(Senator Middleton)

- Will continue to explore the role public education can play in driver education.

TASK FORCE SCHEDULE

The subcommittees must finish their work before the public hearing on November 22, 1999. A general meeting of the Task Force will be held between today (October 26) and November 22. The final report of the Task Force is due December 31, 1999.

MATERIALS DISTRIBUTED

- Position paper by Task Force member Michael McNelly.
- Internet reprint on technology issues from Andrew Krajewski, MVA.
- Report from the Insurance Institute for Highway Safety from Thomas Walsh, MVA.

Task Force Meeting Summary
October 26, 1999

COMMENTS FROM THE AUDIENCE

Mike Gisriel, former member of the Maryland House of Delegates and now a lobbyist for the Maryland Professional Driver Education Association: The Association promotes driver safety. To meet this goal, members recommend adding two more hours of behind-the-wheel training for a total of eight hours and requiring more meaningful on-road testing. Some states have reduced the classroom hours to add more in-car sessions. Most driving schools are doing a good job; however, the schools are part of a cost-based system, and there is much competition. Customers won't spend thousands of dollars for driver education. The industry is willing to be accountable.

Mr. Krajewski of the Task Force: The industry has a backlog of students awaiting behind-the-wheel lessons now with the requirement of only six hours.

Mr. Gisriel: The driving schools are willing to accept the challenge.

Lon Anderson of the American Automobile Association: We must look at driver education as a partnership between commercial schools and public schools. The public schools should help commercial schools in any way including providing facilities. "We must all work together."

Theresa Hope-Goddard, Legislative Aide, Senator Jean Roesser: Require legislation for restricting the number of passengers who may ride with an inexperienced, new driver.

Tony Rose, father of a daughter who died in a crash with four fatalities: A driver needs skills to correct a skid to avoid a crash like the one that took his daughter's life. The missing component in driver education is the simulator. His son never got six hours behind-the-wheel training, and the instructor was not familiar with the neighborhoods where they were driving. Parents are often poor drivers, so don't turn driver education over to them.

NEXT MEETINGS

Task Force: Before November 22, 1999.

Subcommittee: Subcommittee chairpersons will determine the locations and times for meetings that are convenient for their members.

Public Forum: November 22, 1999.

**House Bill 1202 Task Force
On the Driver Education Programs in Maryland**

TASK FORCE MEETING SUMMARY

November 10, 1999

2-3:20 p.m.

Room 120

Lowe House Office Building

College Avenue

Annapolis, Maryland

MEETING PARTICIPANTS

Task Force Members

Senator Thomas Middleton, Chairman
Robert Becker, Maryland Insurance Administration
Owen Crabb, State Superintendent of Schools Association
Dr. Robert Bastress, Maryland Association of Secondary School Principals
Sandra Greer, Maryland Professional Driver Education Association
Thomas Walsh, Motor Vehicle Administration
Dr. Wendell Teets, Public School Superintendents' Association

Observers

Mike Gisriel, Maryland Professional Driver Education Association
Tony Rose, Parent, and Fire and Emergency Medical Services
Sue Chesis, representing Delegate Mandel
Jody Minnich, Department of Legislative Services
Rebecca Bridgett, Pressley Ridge Schools
Senator Jeane Roesser

Staff

Phyllis Donnelly, Motor Vehicle Administration
M. Gail Moran, Motor Vehicle Administration

TASK FORCE BUSINESS

The Honorable Thomas "Mac" Middleton opened the general Task Force meeting and asked for comments on the meeting summary of the October 26th meeting. Dr. Teets revised the figures that he had given previously concerning the cost of driver's education for students in the Garrett County Public School system. The expense per student is \$33 or \$456 when you add in the salaries of the instructors.

Another correction in the minutes was that Dr. Allan Robinson-not Dr. Bastress-stated that he would prefer that the driving school instructors have an associate's degree to attract a more well-rounded candidate. The minutes were then accepted.

OTHER STATES' DRIVER EDUCATION SYSTEMS SUBCOMMITTEE

Copies of the subcommittee report were distributed, and Owen Crabb summarized the group's discussions. The members felt that the timing of the Driver Education Task Force did not allow the participants to evaluate the changes in driver education as a result of the Graduate Licensing System and the required standardized curriculum, which went into effect on July 1 of this year. It was recommended that an advisory committee be formed to work with the Motor Vehicle Administration to monitor the future results of the Graduate Licensing System.

The subcommittee members felt that the State of Maryland was doing as much, if not more, than any other state in taking an aggressive approach to reducing vehicle deaths by introducing changes in licensing and driver education. The group does not support the use of simulators for several reasons but primarily because of the expense involved.

Senator Middleton suggested that it may be necessary to stimulate economic development that would encourage companies that make simulators to re-locate in Maryland. He felt that parents would pay the additional costs for their students to get enhanced driving experience and training.

Quality assurance supervision of the driver education courses is crucial. The current system of penalizing non-compliant schools or instructors needs to be modified to permit immediate intervention in cases of violations. The subcommittee also recommends a more ambitious practical licensing test, which would include on-road driving. There seemed to be a general consensus that the number of passengers in the car with a new driver should be limited.

PARENT INVOLVEMENT SUBCOMMITTEE

Thomas Walsh opened the subcommittee report with the premise that parents need to realize that they must focus more attention on young drivers after they complete driver education. A media effort to emphasize parental responsibility could possibly be coordinated with the federally funded campaign on aggressive driving or planned independently with State or private financing. Senator Middleton suggested that public service announcements advise parents that if they don't feel competent to help their own children in practicing good driving techniques, then they must seek safe drivers to assist them.

Mrs. Greer added that the media campaign is consistent with the idea that driver education is only a single element in the driver training and licensing process. She also cautioned that publicity must include older, new drivers since they are now required to take driver education.

The Jacki Program suggested by Mrs. Rose, whose daughter died in a crash, involved putting a highly visible number on a student's car so infractions could be reported to the local high school staff. Task Force members felt that school administrators would not want that responsibility and that a large segment of student drivers would be excluded from that program.

Other suggestions from the subcommittee included:

Incorporating the key concepts of driver education earlier in the regular school curriculum.

Having police officers, driving school instructors, insurance agents available at Back-to-School nights when attendance is at its highest.

Encourage insurance companies to voluntarily offer discounts to new drivers and their families for good driving records.

Add a Parent/Teen Driver Contract to the Skills Log.

GENERAL DISCUSSION

Dr. Bastress would like to see a higher age limit for driver licensing. He feels that most crashes are related to poor judgments and inexperience. Mr. Walsh emphasized that those same concerns apply to all new drivers not exclusively to young drivers.

Distractions including passengers and radios cause a much greater danger to the new, immature drivers. Many members would like to see the number of passengers riding with a novice driver strictly limited. Mr. Walsh added that many states with passenger limits exempt immediate family members or relatives from that law.

Mr. Walsh distributed a summary and lesson plan for incorporating the video, Just One Night, into a driver education program. He had viewed this video at a conference in New Hampshire and felt that it was very effective. The adult driver who is interviewed in the video spent four years in jail for his decision to drink and drive. His poor judgment not a lack of driving skill resulted in the death of a passenger.

SUBCOMMITTEE MEETING

The Public Education Concerns/Issues Subcommittee, chaired by Senator Middleton, will meet on Monday, November 15, 1999, from 9 a.m. to 12 noon in the James Senate Office Building on the second floor.

The subcommittee will present its report to the Task Force at 1:30 p.m. prior to the public meeting on Monday, November 22, 1999.

TASK FORCE PUBLIC MEETING

A public meeting with the Driver Education Task Force will be held on Monday, November 22, 1999, at 2 p.m. in Room 120 in the Lowe House Office Building on College Avenue in Annapolis, Maryland. A press release will be mailed to the media, private driving schools, and public school systems. Written testimony will be accepted from those who are unable to attend.

**House Bill 1202 Task Force
On the Driver Education Programs in Maryland**

TASK FORCE MEETING SUMMARY

November 22, 1999

1:30-4:15 p.m.

Room 120

**Lowe House Office Building
College Avenue
Annapolis, Maryland**

MEETING PARTICIPANTS

Task Force Members

Senator Thomas Middleton, Chairman
Delegate James Malone, Jr.
Delegate Adrienne Mandel
Michael McNelly, Maryland Association of Boards of Education
Allan Hanifee, Sr., Maryland Association of Boards of Education
Sandy Malone, Department of Health and Mental Hygiene
Owen Crabb, State Superintendent of Schools Association
Dr. Robert Bastress, Maryland Association of Secondary School Principals
Patricia Brooks, Maryland Association of Secondary School Principals
Sandra Greer, Maryland Professional Driver Education Association
Dr. Vincent Benincasa, D.D.S., Maryland Professional Driver Education Association
Thomas Walsh, Motor Vehicle Administration
Andrew Krajewski, Motor Vehicle Administration

Observers Who Testified

The Honorable Jean Roesser, Maryland General Assembly
Barbara Stinnett, Calvert County Commissioner representing The Honorable Roy Dyson
Mary Billings, Calvert County Board of Education
Mike Gisriel, Maryland Professional Driver Education Association
Robert Maxino, Maryland Professional Driver Education Association
John Ryden, Maryland Professional Driver Education Association
Beth Morris, Maryland Professional Driver Education Association
William Pullen, Baltimore County Public Schools
Waymon Wright, Behind-the-Wheel Driving School
Alfred Law, Pro-Drive Driving School
Robert Schappert, Drive-Rite Driving School
Joe Campbell, Learn to Drive Driving School
Charles Myers, formerly of Baltimore Gas and Electric
Tony Rose, parent and Fire and Emergency Medical Services
Doug Holt and Lynn Orndorff, Frederick Community College

Task Force Meeting Summary
November 22, 1999

Observers

William Varga, Maryland General Assembly
James Tillman, AAA Driving School
Marlene Freed, Easy Method Driving School
Arturo Sanchez, Alpha Driving School

Staff

Phyllis Donnelly, Motor Vehicle Administration
Gail Moran, Motor Vehicle Administration

PUBLIC EDUCATION CONCERNS/ISSUES SUBCOMMITTEE

The Honorable Thomas Middleton, Chairman, presented the subcommittee report. The Attorney General has ruled that driver education done in the regular curriculum of the public schools must be free to its participants. The public perception is that the quality of driver education would be better in the public schools as well as more convenient.

The subcommittee would like to see driver education presented in the public school setting and conducted strictly after school hours. The public school systems could directly implement and supervise the driver education programs in their schools; negotiate the provision of such training with private contractors; or divide the instruction between the school system and private contractors. Local school boards should be allowed to establish their own employment standards for driving school instructors.

Simulator training should be utilized in the future as quality of equipment improves and costs decrease. The space for simulators could be included in the school construction formula but not the equipment itself.

GENERAL DISCUSSION

All three subcommittees supported a proposal to limit the number of passengers who could ride with a new driver. In the past, such a proposal, which also included the requirement that all passengers wear seatbelts was not reported out of committee in the General Assembly.

Task Force Meeting Summary
November 22, 1999

Delegate Mandel informed the committee that Delegate Joan Pitkin of Prince George's County is now considering the introduction of legislation to permit only two passengers with a driver with a provisional license. The Task Force will consider merging its proposal with that of Delegate Pitkin.

Other suggestions for limiting passengers included: imposing limits on all drivers below the age of 21, but using ages 18 and 19 is probably more realistic for legislative passage; basing the number of passengers on the number of seatbelts; exempting family members from such limitations; placing restrictions by disregarding the age of the driver and relating it to the length of time that driver has held a license.

Mr. Haniffee stated there are some school officials who stated they would be interested in providing the classroom portion of driver education while private companies would handle the behind-the-wheel lessons.

Mr. McNelly questioned the practice of allowing private providers the use of classrooms. The concern is that it might open the door to other for-profit groups.

Delegate Mandel gave a brief summary of the Parent Involvement Subcommittee report, which had been presented at the meeting on November 10:

- Must enhance parent involvement.
- MVA and other state agencies should do a media campaign to emphasize parent involvement.
- Parents who don't want to supervise a new driver must get someone else to help.
- Limit passengers who ride with new drivers.
- Start presenting pre-driver education to middle school students.

Andy Krajewski summarized the Other States' Driver Education Subcommittee recommendations:

- Emphasize that driver education is a single part of the driver education process.
- Increase the number of quality assurance supervisors to monitor driver education programs.
- Enable MVA to intervene immediately when there are violations.
- Compare driving school results with passing grades on the law and skills tests at the MVA.
- Evaluate and update the MVA knowledge (law) test.
- Encourage in-traffic testing at MVA.
- Limit the number of passengers in a new driver's car.

Task Force Meeting Summary
November 22, 1999

Mr. Krajewski proposed that all of these goals could be accomplished through policy or budget decisions except for limiting passengers, which would require legislation.

Dr. Benincasa submitted a proposal to require that students have a Learner's Permit before permitting them to enroll in driver education programs. Presently, students may enroll at age 15 but may not obtain a Learner's Permit until the age of 15 years and 9 months.

PUBLIC HEARING TESTIMONY

1. **Honorable Jean Roesser, Maryland General Assembly**
 - Limit the number of passengers in the car with 16 and 17 year old drivers.
2. **Commissioner Barbara Stinnett for The Honorable Roy Dyson**
 - Driver education should be in public schools.
 - Senator Dyson will introduce a bill to limit the number of passengers (none under the age of 16) and no more than two siblings.
 - Calvert County provides after-school activity buses.
3. **Mary Billings, Calvert County Board of Education**
 - Important to provide activity buses every day for middle and high school students.

Ms. Billings will provide costs and ridership figures to Senator Middleton for activity buses in Calvert County. Mr. McNelly will obtain the same statistics for Anne Arundel County. The Task Force would like to know how many students participate in after-school activities and how many ride the activity buses.

4. **Mike Gisriel, Robert Maxino, John Ryden, Beth Morris
Maryland Professional Driver Education Association**
 - Upgrading of driver education industry is currently taking place with more requirements for instructors, standardized curriculum, 40 hours additional driving for students, revised COMAR regulations.
 - The industry has been involved in all these changes.
 - Too soon to judge effects of GLS.
 - Support bill to increase behind-the-wheel training to eight hours.
 - Encourage more difficult, on-road testing.

5. **William Pullen, Baltimore County Public Schools and Maryland Driver Traffic Safety Education Association**

- Criticized study by John Hopkins School of Public Health which determined that teens taking driver education are no better than those without driver education. Study used out-of-date figures.
- It is up to new drivers to use good skills learned in driver education.
- Allow MVA to administer laws without political influence.
- Opposed use of public school facilities by private contractors after school hours.
- Public school driver education is better than that offered by private schools because most driver education teachers have teaching certificates and their pay is much higher.
- Courses are provided in the evening when buildings are already open for Adult Education programs.

Senator Middleton requested figures on costs associated with the program.

6. **Waymon Wright, owner of Behind-the-Wheel Driving School**

- No evidence that public school driver education programs are better.
- Public school budgets cannot absorb costs of driver education.
- Driving is a privilege and should not be supported with public taxes.
- Offers classes in some high schools. Makes donation based on student enrollment to Booster Club. Club does publicity.
- Some students prefer evening classes because of other after-school activities.
- Tries to locate branches near high schools.
- Public school administration does not monitor driver education programs.

7. **Alfred Law, owner of Pro-Drive Driving School**

- Has taught driver education in public schools and now owns a school.
- In public school driver education programs, students come late without penalty.
- Public schools are more lax in monitoring and enforcing rules. More responsive in private sector.

8. **Robert Schappert, driving school instructor with Drive-Rite Driving School**

- Limits on passengers supported by parents.
- Courts and law enforcement must support policy and legislation.
- Quality will not be better in public schools.
- Local school boards won't cooperate with MVA.
- Proposes a pilot program of public school vs. private school driver education.

Task Force Meeting Summary
November 2, 1999

- Add a field in Maryland Automobile Accident Reporting System to designate whether student attended public or private driver education program.
 - Require C average to take driver education.
 - Eight hours of behind the wheel will not fix problem.
 - Beef up quality assurance in MVA.
 - Supports two-phase system like the one in Michigan.
 - Tougher law and driving tests.
9. **Joe Campbell, owner of Learn to Drive Driving School**
- Zoning laws in Anne Arundel County prohibit driving schools in public school buildings.
 - Public thinks driver education would be free in public schools.
 - People don't want to pay for more behind-the-wheel training.
 - Because of GLS, there will be more unlicensed drivers on the road.
 - Offering driver's education in condensed version eliminates their forgetting material presented earlier.
 - Students want to know if licensing will be linked to smoking or drinking offenses.
10. **Charles Myers, retired driving instructor with Baltimore Gas and Electric**
- Education background doesn't make an instructor.
 - Simulators are a waste of time.
 - Speed limits on ramps should have speeds posted for safe, wet, snow conditions.
 - Require more on-road training.
11. **Tony Rose, parent, and Fire and Emergency Medical Services**
- Driver education does not teach survival skills.
 - Approves of simulators.
 - Parents should not be signing off on Skills Logs because they aren't the best role models.
 - MVA does not have enough quality assurance supervisors to monitor all the driving schools.
 - Licensing process should include mentoring, parent awareness, and accountability.
12. **Doug Holt, Director of Adult Education, and Lynn Orndorff, Coordinator of Driver Education at Frederick Community College**
- Standardized curriculum will reduce variance in driver education programs statewide.
 - FCC will be offering "Train the Trainer" courses in future.

Task Force Meeting Summary
November 22, 1999

- Putting driver education in public schools is a location issue not a public safety issue. Need less emphasis on convenience.
- Private providers give parents a choice of many programs to consider.
- Parents and courts must be involved in driver education.

The hearing was adjourned at 4:15 p.m. Senator Middleton and Mr. Walsh will plan another Task Force meeting after the Thanksgiving holiday.

During the past several years, the Task Force has been studying the problem of the future of the American economy. The Task Force has been studying the problem of the future of the American economy. The Task Force has been studying the problem of the future of the American economy.

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**House Bill 1202 Task Force
On the Driver Education Programs in Maryland**

TASK FORCE MEETING SUMMARY

December 14, 1999

2-4 p.m.

Room 120

Lowe House Office Building

College Avenue

Annapolis, Maryland

MEETING PARTICIPANTS

Task Force Members

Senator Thomas Middleton, Chairman

Delegate Adrienne Mandel

Michael McNelly, Maryland Association of Boards of Education

Sandy Malone, Department of Health and Mental Hygiene

Owen Crabb, Maryland Department of Education

Robert Bambarly, Maryland State Police

Sandra Greer, Maryland Professional Driver Education Association

Dr. Vincent Benincasa, D.D.S., Maryland Professional Driver Education Association

Thomas Walsh, Motor Vehicle Administration

Andrew Krajewski, Motor Vehicle Administration

Observers

John Dusch, Motor Vehicle Administration

Robert Maxino, MPDEA

Lois Stoner, Montgomery County Public Schools

William Varga, Maryland General Assembly, Commerce and Government Matters Committee

Staff

Gail Moran, Motor Vehicle Administration

CALL TO ORDER

The Honorable Thomas Middleton, Chairman, called the meeting to order at 2:10 p.m. The summary of the November 22nd meeting and public hearing were approved, as read.

Robert Maxino reported that, in Montgomery County, middle school students are taught the details of Maryland's Graduated Licensing Program. He added that there is a great deal of confusion and lack of information on this program at the student level. Students also are taught the evils of aggressive driving, road rage and driving-related drug and alcohol use.

REVIEW OF TASK FORCE REPORT

Members reviewed a comparison of the Dyson and Pitkin proposals affecting provisional and youthful drivers. After some discussion, members approved a motion submitted by Sandra Greer and seconded by Mike McNelly to propose legislation in the forthcoming session of the General Assembly. The legislation would mandate the use of seatbelts for all persons riding with a provisional driver. It also would limit passengers of a car being driven by a provisional driver to two persons. Both offenses would be considered primary offenses.

Members also reviewed the draft report, making appropriate changes where necessary. In addition to proposing legislation, major recommendations include:

- Pre-driver education programs, which incorporate the key concepts of driver education into the regular school curriculum, should be started at the middle school level.
- Local public school systems should be encouraged to reinstate driver education programs into the physical setting of public schools.
- School systems conducting publicly funded driver education programs during school hours should be considered for exemption from some or all of the fees charged by the Motor Vehicle Administration.
- Local school boards that staff and fund driver education programs after school hours should be allowed to establish their own hiring and employment standards for their driver education instructors. These requirements would be in addition to those mandated by the Motor Vehicle Administration.
- High schools should hold parent/teacher meetings for ninth graders and their families with the objective of addressing parent and student responsibilities as they relate to Maryland's Graduated Licensing Law.

Task Force Meeting Summary
December 14, 1999

- A standing committee should be created by the State to maintain oversight and provide input into needed modifications or improvements in driver education activities.
- The number of quality assurance supervisors who monitor and oversee driver education programs under the supervision of the Motor Vehicle Administration should be increased in order to assure greater program oversight.
- A process should be implemented that allows immediate intervention and penalties for schools or instructors that are not complying with the program.
- Knowledge and skills tests administered by the Motor Vehicle Administration should be improved. The use of road testing should be expanded.
- The Motor Vehicle Administration should track the failure rate of students of the various driver education programs.
- Expanded use of simulator training should be encouraged.
- A focused long-term media campaign should be undertaken to publicize the complexity and danger of the driving task and the critical need for parental mentor involvement in driver education.
- A parent/guardian and teen driver contract should be incorporated into the Maryland Skills Log.

At the completion of the review, the report was adopted.

At the conclusion of the meeting, acting on behalf of Senator Middleton, Delegate Mandel thanked the Task Force members for their talents and efforts to draft the final report. She said that copies of the report and draft legislative language would be sent to Task Force members. Delegate Mandel also asked that members be kept informed of activities linked with the legislation.

The meeting was adjourned at 4:25 p.m.

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